

BY BOUTELLE BROTHERS.

ENTERED AS SECOND  
CLASS MAIL MATTER

BANGOR, MAINE, WEDNESDAY, SEPTEMBER 29, 1897.

Price Three Cents. VOL. LXIV.—NO. 233.

15 & 17 West Market Sq.  
BANGOR.  
ADVERTISERS OF FACTS.

In picking. It is most  
important that you use  
pure spices and vine-  
gar. If these are not  
good your work will re-  
sult in vexation. Our  
SPICES and  
VINEGAR

guaranteed absolutely pure:  
have everything you need in Whole and Ground  
Beers, Cider, White Wine and Malt Vinegar, White  
Button and Silver Skin Onions, Bell Peppers,  
Also Peaches, Damsons, Green Gages  
and Pears for preserving.

SEND US YOUR ORDER, WE CAN PLEASE YOU.



We are boiling every day. Do not buy  
old Portland or Boston boiled lob-  
sters, you do not know how long  
they have been cooked. Get  
them hot at

FREE LINES S. S.

DEEFERS  
FOR BOYS.

Suitable for now. Every child wants a  
Rooster. Overcoats for boys are bungling,  
they cannot play in them.

We have Roosters for all ages, no mat-  
ter how small. Prices—a good one for

\$1.50

better grades. Certainly you want  
one. We have them.

POPULAR CLOTHIER,

ON EXCHANGE STREET.

**FAIRY SOAP**  
PURE WHITE FLOATING.

Nothing enters into the manufacture of Fairy Soap but the  
purest and best materials known to the soapmaker's  
art, and that money can buy.

Sold everywhere in one quality and three convenient sizes,  
for the toilet, bath and laundry.

Only by THE H. K. FAIRBANK COMPANY, CHICAGO. \$1.00 a lb. New York.

Read This List.

Boar, Partridge, Woodcock, Snipe, Boar, Pork  
Lamb, Veal, Sausage, Chickens, and Poultry, Let-  
tuce, Celery, Shelled Beans, Cauliflower, Egg  
Plant, Cranberries, Sweet Potatoes, a fresh lot  
of Lobsters from the salt water. All fresh  
this morning. Don't forget to order your  
dinner to-day at

The LEADING CASH MARKET, Exchange St.

THE CILLION

JOAL FURNACE

HAS more valuable features  
than any other medium  
priced apparatus on the  
market.

It is thoroughly constructed—  
simple—practical—econ-  
omic—durable.

CANNOT fail to satisfy the user.

ASK US ABOUT IT.

40-42 BROAD STREET, BANGOR, ME.

W. B. & BISHOP CO.

A GENERAL RIOT.

Red Hot Times at Massachusetts  
Democratic Convention.

George Fred Williams Nominated for Gover-  
nor After a Stormy Session.

Pandemonium Reigned! Supreme! With Per-  
sonal Encounters Barely Averted.

Worcester, Mass., Sept. 28. The Dem-  
ocratic state convention session, called  
for to meet in Worcester, was not  
begun until 3:35 p. m., owing to a  
log to a long wrangle. The first session  
adjourned at 2:15 p. m., for a recess of  
forty-five minutes, but the interval was  
filled with a long wrangle, but peace was not restored.

Philip Doherty, who was chosen tem-  
porary chairman, made a speech, but  
what was as far as the regular proceed-  
ings concerned, was not regular. Doherty  
was soon after succeeded by George  
A. Jones, as Col. Rice had been chosen  
chairman. Dr. Coghill rose to a question  
of privilege, and the convention adjourned.

The members had not gone through  
the session when Mr. Doherty ad-  
vised them to do so, and said he  
had not yet seen that his actions had been  
perfectly honest and fair.

Hon. Jas. E. Davis, then moved a vote  
of confidence in Mr. Doherty and the  
motion was carried.

Other Dawsing, a Boston lawyer, in a  
firey speech then nominated Gen. George  
Fred Williams for governor.

Gen. Fred Williams was first blooded  
in a lively encounter. For two hours  
the delegates wrangled over the matter  
of a committee to choose members at  
the state convention. George A. Jones  
was then selected, and the pro-  
gram was then adopted.

Gen. Fred Williams had been sup-  
pressed without the pulse. The topic came  
in the next session, and the pro-  
gram was then adopted.

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The issue which started the test was  
the location of my city to Williams, and  
succinctly to Bryan and the Chicago  
convention.

Williams wanted men of his personal  
choice selected as members of the state  
committee to choose members of  
the delegation to the convention.

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W. H. and Courier

BY BOUTELLE BROTHERS.

All business letters should be addressed to Boutelle Brothers, and communications intended for publication should be addressed to "Editor of Whig and Courier."

WEDNESDAY, SEPT. 29, 1897.

Massachusetts; Democrats.

There was a lively trial in the Massachusetts Democratic State convention. For a party that has no political future, the followers of G. Fred Williams certainly succeeded in creating a disturbance out of all proportion to their voting strength at the polls. Any gathering so unfortunate as to possess G. Fred as a central "figger" is bound to have a row on its hands from the start. This somewhat individual has only one idea in life, namely, to get himself talked about, and if he can't get his ambition in this respect, no party discord or party defeat can hold him in check.

The row began early Tuesday, the Clerks platform being the immediate bone of contention. The funny part of the whole performance was that the only Democratic Congressman from New England was torn down. Mr. Fitzgerald, who has served for some years on the committee to nominate a state Committee, was dropped for the man that he is not ashamed of the Clerks platform. He attempted to enter a protest, which failed to impress the crowd. Finally the chairman dashed him out of order, but the Congressmen refused to take the next step, a convention resolved itself into a meeting to which it was necessary to call for the purpose.

Williams carried the day and was again nominated as the free silver candidate Governor. He made a characteristic speech in accepting the same in which he charged the men who had been turned down with disloyalty to the Democratic principles, and expressed his gratification at the high honor conferred upon him by the "handful" of supporters of the convention. For the next few weeks he will perform upon the stump and then the people will sit down upon him just as they did last year.

The British Marine.

Mr. C. J. Olson, the correspondent of Philadelphia Press, in a letter from London, extemporaneously discusses the shipping trade as follows: "A prominent newspaper in this city remarks that 'the only great industry in which the people of the United States acknowledge the superiority of the old country is the ship-building trade,' and the London Globe reiterates the assertion. No authority is given for the statement and one is discoverable. The American ship by no means admits anything of the kind. Great Britain constructs more ships than does the United States—the input, apart from warships, being 736,000 tons last year, as compared with 57,000 tons in the United States—but no better vessel is constructed anywhere than are built in the United States. The true of port, merchant vessels and warships, our ship-builders using superior materials to that in the foreign yards. That is a matter of evidence before a Congressional committee. Unquestionably the United States, for well-known reasons, has only a comparative few vessels engaged in the foreign trade. But such as we have are of the best. For comfort and safety there are no vessels that exceed the St. Louis and St. Paul, constructed in the Cramp's yards for the American line."

The condition of the United States, as far as its participation in the foreign carrying trade is concerned, is, of course, lamentable. The two English newspapers already quoted make this statement:

"For years past every effort has been made to revive what was once about the most flourishing branch of industrial enterprise in all the seaports of the great Republic; but, whatever may be the cause of its decay, its decline is undeniable. Forty or fifty years ago, and even later, the American clipper-sailing ship, of course, was a model for the world. The condition of the United States, as far as its participation in the foreign carrying trade is concerned, is, of course, lamentable. The two English newspapers already quoted make this statement:

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"The quick passages made by the clipper that carried the earliest tea and silk to Europe from China disengaged all competition, and established records in navigation which have never been beaten out the way followed on the American transoceanic shipping during the War of Secession, the Alabama and other Confederate raiders paralyzing the ship-building harbors, and even today its effects are still felt."

The Confederate raider were constructed in British shipyards, in defiance of international law, and although Great Britain paid \$10,000,000 for damages inflicted on our shipping by those vessels, Great Britain has got not money back several times over every year in the way of payments to her shipyards for delay in the carrying trade that our own vessels did not bear the burden of the Confederate cruisers. The American vessels once destroyed, and iron and steel vessels having taken the place almost altogether of wooden ones, have placed Americans under disadvantages which make it almost impossible without legislative aid to build and maintain in the foreign trade steamships in competition with those of Great Britain and some other European nations."

One reason is that 50 per cent. of the cost of such ships is in the labor employed, and wages are so much higher in the United States than abroad. Then the maintenance of the vessel after it is ready to sail is much greater. The American flag, then, under other flags, seems to be in connection with this matter have recently come under my observation. Over 14,000 seamen annually depart from the British mercantile marine. A lot of these men, secured a considerable sum in accumulated earnings, from three to six months' pay, rather than remain in British vessels; at the wages paid and accept the food dealt out to them. Notwithstanding the enormous increase in wages—nearly twice as much as in 1877—nearly twice as many seamen left the British mercantile marine. A lot of these men, secured a considerable sum in accumulated earnings, from three to six months' pay, rather than remain in British vessels; at the wages paid and accept the food dealt out to them. Notwithstanding the enormous increase in wages—nearly twice as much as in 1877—nearly twice as many seamen left the British mercantile marine.

The statement is in connection with the following in the London Clerks from one of its staff, and some light is thrown on the subject: "The gradual disappearance of British seamen from the mercantile marine is, I fear, a fact upon which there is, unfortunately, no room for two opinions. The substitution of Germans, Norwegians, and Swedes, for deck hands of British origin, is a process that has already gone so far as practically to destroy the mercantile trade which the Royal Navy has always been able to draw in our previous years."

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The other day at Copenhagen I saw a large British steamer which had just landed 2,000 tons of meat, brought from Baltimore. The deck hands numbered five, divided into two watches. One man at the helm, and one on the deck, was not a complete set of seamen for a vessel of between 5,000 and 6,000 tons burden, which shows much margin in case of surprise. The another case brought to my knowledge of a Liver-

pool ship not one of the deck hands knew the difference between port and starboard."

An American ship would not be permitted to go to command in that way, but the British vessel is only under command, according to English authority, by its employes, coolie labor. Here is corroborative evidence from the London Times: "The number of seamen in the British Merchant Marine registered in the United Kingdom only 16,000, deducting crews of some fishing vessels, was 223,000. These are completely divided under three heads: British, foreigners and Latvians, the numbers of which are respectively 30,000, 31,000 and 20,000. 'British' does not mean 'British born,' but persons claiming to be British subjects; and, as the Jubilee Proposition indicates, these include many races and languages. Many of the fleet here, built with the East are manned mainly by Chinese and other Asiatics. The less of the Aden, recalls that the P. and O. Company's crews are largely made up of Asiatics; and other large steamship companies claim their vessels even more largely with Asiatics."

Undermanned vessels and "idle" plying coolie scamen are only a small part of the unfair competition American ships have to meet. The 14,000 annual deserters, each man sacrificing from three to ten months accumulated pay, is evidence enough as to wages paid on British ships. One British colony at least—New Zealand—could not meet the competition of British wages, and last year passed an act requiring all shipowners competing in the existing trade of New Zealand to pay their crews the rate of wages current at the time in the colony.

Mr. Seddon, the Colonial President declared that without such a law New Zealanders would be driven out of their own coasting trade, as their people would not accept the wages paid on English vessels, and that "in some cases the ships were manned by colored and underpaid labor." That is the chief of competition United States vessels have to meet when they engage in the foreign trade. British shipowners are trying to get the Crown to build the New Zealand law.

Many free trade Americans say that if foreigners will do our carrying trade for us, we do it ourselves why not let them do it? But there is something else to be considered, besides the mere amount of money paid for freight. Foreign ship owners do not give our people the same advantages in the foreign trade as they give their own people. Suez, an organ of the British shipowners, said in a recent number:

"We hold the great position we do in foreign trade because most of our foreign cargo has to be shipped via London. That means tribute to London shippers as well as British shipowners. It means a very great advantage in freight rates to British manufacturers and producers. Americans have to ship goods to important South American ports via England. To build up a foreign trade under such circumstances is difficult and often impossible. Freight rates from Hamburg to Mexico are said to be from 30 to 40 per cent. lower than from New York to Mexico."

England's commercial greatness is due to her shipping, that which has built up the empire. Naval Constructors Nixon in a recent article said:

"British ships now carry more than seven-tenths of the world's ocean-borne commerce as a whole, not merely in the trades between other countries and Great Britain herself, but in the international traffic of all other countries with each other irrespective of British ports."

This is a case of absolute tribute from all nations. Great Britain's amounting to nearly \$800,000,000 a year, every cent of which is cash on the gold basis."

That is why England can prosper with an apparently adverse balance of trade. The United States pays to Great Britain more than three times as much as any other nation for doing our carrying trade, keeping us out of foreign markets and keeping us in a position of weakness in case of trouble abroad. Is this to go on forever?

For years past every effort has been made to revive what was once about the most flourishing branch of industrial enterprise in all the seaports of the great Republic; but, whatever may be the cause of its decay, its decline is undeniable. Forty or fifty years ago, and even later, the American clipper-sailing ship, of course, was a model for the world.

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MUNYON'S GUIDE TO THE UNITED STATES.

GUID



## SPECIAL NOTICES.

## LOCAL MATTERS.

Mr. Williams, of North Adams, Mass., will speak at the Main street mission this evening.

The macadamizing of Main street from Union to Ballard streets will begin in a day or two. Granite curbing has been distributed along the street.

The next meeting of the Pocumtuck Valley Methodist Church People's Union will be held the last Thursday in October with the First Methodist church in Bangor.

That make life unhappy [then get rid of the little pains—use Lee's LINIMENT—] that will make you well again—turns all forms of inflammation.

Lee's Liniment may always be had open to cure croup, colds, sore-throat, rheumatic, brain-temper, and all muscular aches—safe for external use in small quantities.

All country traders have it.

Price 2 cents a bottle.

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ALDWELL SWEET,

26 Main Street, Bangor, Me.

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BANKERS,

Proprietors of the

Safe Deposit Vaults,

Open to

DEPOSITORS

Facility which the best  
business and responsible  
bility warrant.

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LAKE, BARROWS & BROWN,

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